

The Automobile-Technical Bureau (ATB) of the  
Ministry of Automobile Industry of the USSR  
in Berlin

Besides the BTB, which limited itself to the work on automobile engines, a Bureau for Automobile Chassis was established in 1945 which in the very early beginning was located in the building of the Reichsverband der Deutschen Automobil-Industrie (RDA) at 8 Hardenbergstrasse, Berlin-Charlottenburg, and later moved to 207 Greifswalder Strasse.

Head of the Bureau was: Major Fulmanov, of Moscow, allegedly an assistant <sup>at</sup> a Moscow higher technical institution.

Assigned to him were: Major Ivanov and Major Popov, the latter in charge of "motorcycles."

The German directors were: Dr. Dahlgruen, lawyer and legal counsel of the RDA;  
Engineer Hannemann who had worked in the textile distributing office of the RDA.

The task of this bureau was initially to submit reports on the state of development of German chassis building; later also new design projects were to be carried out.

Since, however, the German management of the ATB lacked sufficient connections <sup>with</sup> the required specialists, and they themselves were no experts and, furthermore, had little initiative, the success of this

- 1 -

SECRET  
U.S. OFFICIALS ONLY

SECRET  
U.S. EYES ONLY

bureau was fairly insignificant. The number of reports it produced was small. Their content dealt with the chassis of German cars, particularly those made in the Eastern Zone and of Opel automobiles. They constituted mainly a repetition of the folders published by the various companies and the descriptions of their products. Also reports on vehicle generators were included. The BTB was not informed of the details since there was no liaison between the two bureaus although their Russian management staffs had offices on the same floor of the same house.

In summer of 1946 the ATB was to be merged with the BTB, but in the last minute, when the new organizational plan was already on hand, everything was cancelled. The ATB was placed directly under the SMA and moved to Adlershof into the vicinity of the BTB engine institute. There it subsisted for a number of months and then was dissolved.

One of the concluding projects of the ATB consisted in the testing of an amphibious car (Trippel System) which had been rejected by the [Germans] High Command of the Armed Forces. Experiments were also made with replacement piston rings of the Wolff company of Lommantsch near Dresden whose principle of application coincided with that of the American SS piston ring. Both types of rings, of course, serve to reduce excess oil consumption experienced with oval cross section cylinders of high wear until regular repair of the cylinders is possible. Also these tests, which had already been initiated by Major Mirskiy of the Technical Commission of the Ministry of Transport Machine Building on a fairly large scale, were broken off prematurely.

Following the dissolution of the ATB, its entire inventory was shipped to Moscow.

- 2 -

SECRET  
U.S. EYES ONLY